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RAILROAD INEFFICIENCY SCORED

IMPROVEMENT IN UKRAINIAN RAIL TRANSPORT URGED -- Radians'ka Ukraina, No 178,
30 Jul 49

Ukrainian railroads are exerting great efforts to improve their operations. About 150,000 trains were made up by advanced methods during the first 6 months of this year. Engineers have handled tens of thousands of above-normal-weight trains this year, transporting a million extra tons of freight in them.

Despite this progress, railroad transport is not entirely meeting the needs of the national economy. Ukrainian railroad workers must carry more freight, utilize all reserves, and, above all, reduce car turnaround time, which still exceeds the norm and the praver figure.

Preparations for the coming winter are now in full swing. An analysis of winter operations last year indicates that not all enterprises made preparations for winter. As a result, some railroads were operated at a low level; the train traffic schedule was not fulfilled and norm speeds were not maintained. -- V. Hnitchenko, head, transport section, Central Committee, KP(b) Ukraine

Radyans'ka Ukraina, No 179, 31 Jul 49

If the Ukrainian railroads and industrial enterprises met the norm for car turnaround time, more than 1,200 additional cars could be loaded daily.

RR OKRUG HAS 14 CONSTRUCTION ORGANIZATIONS -- Gudok, No 104, 31 Aug 49

The Southwestern Railroad Okrug now has 14 construction organizations, the result of the postwar program of railroad reconstruction. Reconstruction of the okrug is practically finished, and the various organizations do little but impede each other's work.

SECRET

- 1 -

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The organizations are under the supervision of various heads: three administrations are under the Main Railroad Construction Administration of the West, one is under the Main Industrial Construction Administration, one is under the Main Administration of Military Construction Works, and two are under the Main Bridgebuilding Administration. There are two sections of the Main Bridgebuilding Administration, three offices of "Mostoremtonnel" (Bridge and Tunnel Repair), a water-supply train of the Main Railroad Construction Administration of the West, machine shops of "Stroyvodopnevmatika" (Construction of Water and Pneumatic Installations), and six railroad system construction offices, one for each system in the okrug. An overwhelming majority of these organizations does not have enough to do, and therefore operates at a loss. The L'vov System's Main Administration of Railroad Construction ended the last fiscal year with a 6-million-ruble deficit. The Kiev administration of the Main Industrial Construction Administration had a deficit of more than 2 million rubles.

LISKI DEPOT BEING HINDERED -- Gudok, No 105, 2 Sep 49

An open letter in Gudok from workers of Liski Depot to Podshivalov, head of the Main Locomotive Administration, states that the Liski Depot's group of ten locomotives striving for average daily runs of 500 kilometers is being hindered by the Gryazi section at the junction station of Pridacha and at Otrozhka. However, the letter continues, the Main Locomotive Administration of Ministry of Transportation is doing nothing to enforce improvement of the Gryazi section's operations. The letter also states that, instead of eliminating the shortcomings, the administration increases the locomotive park.

The situation at Liski affects all depots of the Southeastern Railroad System. Incorrect regulation of the locomotive park causes locomotive delay in almost all of the turnaround points in the system.

Recently the Southeastern System has not been completing the norm for average daily distance travelled for locomotives: as of 21 August only the Rzesesh' and Otrozhka depots were meeting the norm. In the past 3 1/4 months 11,324 trains on the system were delayed for a total of 23,396 hours.

BIKIN SECTOR CALLED INEFFICIENT -- Trukhoekanskaya Zvezda, No 182, 4 Aug 49

Train traffic on the Bikin Section of the Far Eastern Railroad System is very poorly organized. The section's directors are concerned only with leasing rolling stock to the Primorskiy Railroad System and are not meeting the Transportation Ministry's orders on improving the utilization of the locomotive park. Locomotive engineers of the Bikin Depot have each succeeded in achieving 500-kilometer runs per day by stepping up the schedule for locomotive turnaround. Their efforts, however, are hampered by long delays in making up trains and the general inefficiency on the section. Kazakov, chief of the locomotive service, and Fedenev, chief of the operations service of the system, should re-examine operational indexes with a view to increasing them. Locomotives are now in operation 9-10 hours per day, whereas they could be run 13-14 hours per day.

-- Letter to the Editor from a group of engineers at the Bikin Depot

BAKU STATION SPOILS PETROLEUM PRODUCTS -- Bakinskiy Rabochiy, No 157, 12 Aug 49

During the first half of 1949, more than 172 tons of petroleum products were spoiled by the workers of the Azerbaijan Railroad System who poured one type of product into tank cars which had not been cleaned of their previous cargo. In addition, the Baku 2-ya Petroleum-Leading Station has only one pipe, which is used to lead gasoline, oils, kerosene, and even black oil, with consequent contamination of one product by another.

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- 2 - SECRET

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